

THE BALTIMORE SEAPLANE RACES

AVIATION

The Oldest American Aeronautical Magazine

NOVEMBER 3, 1924

Issued Weekly

PRICE 10 CENTS



Early morning view of the pier grandstand at the Baltimore air meet

VOLUME
XVII

SPECIAL FEATURES

NUMBER
18

13 RECORDS MADE AT BALTIMORE
C. G. GREY'S BALTIMORE IMPRESSIONS
ARMY AIR SERVICE ESTIMATES \$23,000,000
FLYING FROM ENGINEERING STANDPOINT

GARDNER PUBLISHING CO., Inc.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office at Highland, N. Y.
under Act of March 3, 1879.

A Triumph for "Bristol" Reliability

6 OUT OF 7 PRIZES

competed for during the

BRITISH LIGHT AEROPLANE TRIALS

were

WON BY AEROPLANES FITTED

WITH THE 1095 CC

"Bristol"

CHERUB AIRCOOLED ENGINE

These Included:—

The British Air Ministry Prizes for Highest
Average of Miles—

**FIRST
AND
SECOND**

Reliability Prize —
FIRST

Duke of Sutherland's Prize for Landing and
Taking Off —

FIRST

Governor Cap Handling Race—

**FIRST
SECOND
THIRD**

In every event THE "BRISTOL"
CHERUB ENGINE was
FIRST

THE BRISTOL AEROPLANE CO. LTD.
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THE "BRISTOL" CHERUB
ENGINE

Capacity 1095 cc

This engine has been selected
in type test by The British Air
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airworthy. It has been specially
designed and constructed to
run on aviation and afford a
measure of reliability equalled
by no other engine of its
category.



THE "BRISTOL" CHERUB
ENGINE

Used with the "Cherub" engine
and

FIRST

for the Duke of Sutherland
prize

SECOND

for The British Air Ministry
prize and

THIRD

in the handling race for the
Governor Cap

NOVEMBER 3, 1924

AVIATION

VOL. XVII. NO. 18

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3, 1879.

FARMAN SPORT PLANES



FOR THE PILOT OR SPORTSMAN WHO WISHES THE BEST
Imported from France, where they are built in great order in the largest aircraft factory in the world.
THE MODELS \$4000 UP. DELIVERED PHILADELPHIA
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LIEUT. MAUGHAN SUCCEEDED WITH THIS COMBINATION

When the Army Air Service decided to demonstrate to the world the mobility of American aircraft, they chose a Curtiss product.

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This threefold combination is indeed hard to beat, as each one preeminently leads its field. The plane of Curtiss design includes all the essentials necessary for high speed racing and high performance military aircraft, among which are:

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Multispar cellular wings, with covering of spruce planking instead of fabric—shrapnel proof—no cloth covering to tear off;

Steel tubular fuselage with a readily detachable engine mounting;

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Quickly detachable wing or cellular radiators eliminating resistance heretofore required for cooling;

Oil temperature regulator, which permits instantaneous starting, even in the coldest weather, and then maintains the proper temperature of the oil while in flight.

The Curtiss D-12 motor, in addition to holding all the speed records of the world, now has to its credit Lieutenant Maughan's achievement. On account of the small frontal area of the D-12 for the first time the size of the pilot rather than the engine controls the size of the fuselage.

The Curtiss-Reed one-piece duralumin propeller, the safest and most efficient propeller ever tested, is unaffected by hail or rain, tall grass, small particles, age or climatic conditions. It too has done its part in winning these high speed and endurance tests.

The Curtiss Pursuit as a fighting unit has no competitor in the world. It has set new standards for plane, motor, and propeller.

On September 3rd Lieutenant R. C. Moffatt flew from Boston to New York in 58 minutes!

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